

CASU-1 File.

A1

10-jwh

Serial

187

UNITED STATES PACIFIC FLEET
AIR FORCES, PACIFIC FLEET
CARRIER AIRCRAFT SERVICE UNIT
NUMBER ONE
c/o Fleet Post Office,
San Francisco, California

27 May 1945

From: The Commanding Officer.
To: The Chief of Naval Operations (Aviation History Unit,
Op.33-J-6).
Via: The Commander, Air Force, Pacific Fleet.
Subject: Unit History - submission of.
Reference: (a) OpNav ltr. 118433 dated 14 March 1945.
Enclosure: (A) History of Carrier Aircraft Service Unit Number ONE.

1. In compliance with reference (a), Enclosure (A) is
forwarded herewith.


E. G. FRANK

HISTORY
CARRIER AIRCRAFT SERVICE UNIT NO. ONE

I

CHRONOLOGY

1. Date of Origin: 15 January 1942 (Date of Commission).
2. Names of Commanding Officers:
 - (a) 15 January 1942 to about 1 February 1942: Lieutenant Carl H. B. Lorrison, U.S. Naval Reserve. (Designated Temporary Commanding Officer at the time of commissioning).
 - (b) From about 1 February 1942 to 13 December 1942: Lieutenant J. T. Ready, U.S. Navy.
 - (c) From 13 December 1942 to 11 November 1943: Lieutenant James W. McCauley, U.S. Navy. (Lieutenant McCauley was promoted to Lieutenant Commander during this period).
 - (d) From 11 November 1943 to 17 May 1945: Lieutenant Commander William F. Arnold, U.S. Naval Reserve. (Lieutenant Commander Arnold was promoted to Commander during this period). Home: Pelham Manor, N.Y.
 - (e) From 17 May 1945 to present time: Commander E. G. Frank, U.S. Naval Reserve. Home: Chicago, Illinois.
3. Significant Changes in Functions:

Gradually before and during the Year 1944, the functions of Carrier Aircraft Service Unit Number ONE were modified in that it progressively became primarily engaged in the commissioning, maintenance and repair of aircraft, and less engaged in acting as a Base for Group and Squadron operations, exercise and training. Further details of this significant change can be found under the heading "Narrative".
4. Physical Movement:

Carrier Aircraft Service Unit Number ONE was commissioned and still remains at the Naval Air Station, Pearl Harbor, T.H., located on Ford Island, T.H.
5. Groups and Squadrons which have staged on Carrier Aircraft Service Unit Number ONE, according to the best records available, are included in the Appendix attached hereto. (As Item No. 1).

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II

NARRATIVE

The original purpose for the organization of CASU ONE (and the three other CASUs formed concurrently at the time) appears to have been to increase the mobility of carrier air groups. It was believed that CASU would do away with the necessity for transporting material and personnel for the servicing of carrier aircraft, and thereby increase air group mobility. This purpose is best illustrated by CinCPac's Dispatch to the Chief of Naval Operations of 10 January 1942, attached hereto as Item No. 2 in the appendix. Although the Chief of Naval Operations agreed in principle as evidenced by his dispatch of 14 January 1942, contained in the appendix as Item No. 3, the overall fleet personnel situation required a reduction in the complement as proposed. In answer to the Chief of Naval Operations's request for reduction in complement, Commander, Aircraft Battle Force, Pacific (ComBatFor), the predecessor of Commander, Air Force, Pacific Fleet, by letter of 21 January 1942, recommended a complement of 381 enlisted personnel, 3 warrants, and 13 officers headed by one (1) Lieutenant Commander and 3 Lieutenants. He further stated that it was planned to put only CASU ONE at Ford Island in full commission at the time, and that the other three CASU Units (located at Ewa, Kaneohe, Puunene) would be started with a reduced complement. On the 21st of February, 1942, the Chief of the Bureau of Naval Personnel authorized the revised complement as suggested by ComBatForce. At the present time, CASU has an authorized complement of 48 officers and 1185 men.

Although originally under the direct command of Commander, Aircraft Battle Force, Pacific, at the present time CASU ONE is under the command of Commander, Air Force, Pacific Fleet, and has no lower command under its cognizance. The mission of CASU ONE is, and always has been:

- (1) To render all possible services to fleet air groups, squadrons, and Units temporarily based on or passing through Naval Air Station, Pearl Harbor, Territory of Hawaii.
- (2) To place in combat commission carrier aircraft for replacement to the Pacific Fleet, or to Units in the Hawaiian Area.

But in addition, CASU ONE is required:

- (1) to administer Air Force, Pacific Fleet Flag Personnel and personnel of other Flag Units ashore on Ford Island.
- (2) to administer Air Force, Pacific Fleet personnel (FFT), awaiting further transfer or assignment.
- (3) to provide utility planes for required flights of ship's officers and officers of the Units of Air Force, Pacific Fleet.

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- (4) To provide special flights as required within the Hawaiian Area.

During the first two years of its existence, the facilities and services of CASU ONE were equally devoted to its two main functions - namely the commissioning of aircraft and servicing of carrier squadrons based with the Unit, but during the Year 1944, the importance of the latter function became progressively less and gradually CASU ONE became primarily engaged in the commissioning of aircraft to be assigned to fleet units. This change was brought about mainly by the increased tempo of the war, which required more and more airplanes for replacement purposes and the increasing number of commissioned air units further added to this demand. As a result, the flow of replacement aircraft from the West Coast of the United States became greater and since these aircraft were in a preserved status, the need for facilities for their depreservation and for placing them in a combat flyable condition became acute.

CASU ONE was the logical Unit for the purpose, mainly due to the fact that Pearl Harbor was the principal port of entry and for all practical purposes, provided the only place where ships could unload these airplanes. In addition, working and parking space on Ford Island became more and more critical as all activities stationed thereon grew and expanded. As a result of these things, it was only natural that facilities other than those on Ford Island be used for Squadron operations, exercises and training. Thus, during 1944, and at the present, CASU ONE differs from the usual CASU in this respect.

Within the last few weeks, an important change in engineering procedure has been accomplished. Heretofore, much of the work of depreservation, Bureau Changes and Modifications on any airplane was entirely performed by a single crew of men. This procedure has been changed by splitting the work into separate operations with a crew performing each such separate operation. Although at the present, this change has not as yet been fully accomplished, it is believed that an increase of volume of production will accrue without sacrificing quality. It is also felt training inexperienced hands will be simplified since instruction and experience need not necessarily extend beyond the particular operation concerned.

Since the commissioning of CASU ONE, the Unit has received three commendations which are hereinafter set forth:

- (1) 8 June 1942: Commended by Commander-in-Chief, United States Pacific Fleet for outstanding assembly and repair, ordnance and radio work on aircraft for duty on board combatant units of the fleet, during the period May 18, 1942 to May 29, 1942. Reference: CinCPac ltr. P15(2)/05, Serial 2519 of June 8, 1942ⁿ.

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- (2) 16 March 1943: Commended by the Commander, Air Force, Pacific Fleet for the handling of an unusual volume of work imposed by the arrival or departure of six combatant squadrons between the period March 4, 1943 and March 13, 1943. ComAirPac ltr. P15/FF12-5/12 wt Serial 1025 of March 16, 1943."
- (3) 21 January 1944: Commended this date by Commander, Air Force, Pacific Fleet, for handling the unusual demands made upon CASU No. ONE by the intensive training program carried out by air groups and squadrons of the Pacific Fleet in a noteworthy manner during the period 1 December 1943 to 15 January 1944. The men for long period have worked the extra hours necessitated with no thought of personal comfort or convenience, and in spite of the volume, the work has been uniformly excellent. ComAirPac ltr. P15/FF12-5/11-ok Serial 646 dated 21 January 1944.

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APPENDIX

1.

AIR GROUPS AND SQUADRONS STAGING OR
BASED ON CARRIER AIRCRAFT SERVICE UNIT #1

<u>From About</u>	<u>To About</u>	<u>Air Group or Squadron</u>
Time of arrival and departure not known but aboard on 2 February 1942.		USS ENTERPRISE Air Group (Group Designation Not Known).
Time of arrival and departure not known but aboard on 26 June 1942.		VF-72 (USS HORNET)
Time of arrival and departure not known but aboard on 4 August 1942.		VT-6 (To report to USS HORNET)
Time of arrival and departure not known but aboard on 6 October 1942.		VF-10 and VT-10
Time of arrival and departure not known but aboard on 12 October 1942.		Air Group 10.
1 November 1942	9 November 1942	Air Group 11.
21 December 1942	28 December 1942	VGS-14.
12 January 1943	15 February 1943	Air Group 11 (Comprising VB-11 and VS-11).
8 March 1943	2 May 1943	VT-832 (British-HMS VICTORIOUS)
7 June 1943	28 June 1943	VT and VB-12.
4 October 1943	11 October 1943	VC-24 and VF-17
11 October 1943	1 November 1943	Air Group 6
13 December 1943	5 January 1944	Air Group 9
Time of arrival and departure not known but aboard 27 January 1944.		Air Group 31
13 March 1944	8 May 1944	VC-66

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APPENDIX 1 (Continued)

<u>From About</u>	<u>To about</u>	<u>Air Group or Squadron</u>
Time of arrival and departure not known but aboard on 15 May 1944.		VC-3
12 June 1944	3 July 1944	VC-7; VC-66
Time of arrival and departure not known but aboard on 17 July 1944.		CVLG-25 (Awaiting return to West Coast)
24 July 1944	31 July 1944	Air Group 50 (Comprising VF-50 and VT-50).
28 August 1944	18 September 1944	VC-80 (USS MANILA BAY).
28 August 1944	18 September 1944	VC-81 (USS MATOMA BAY).
Time of arrival and departure not known but aboard on 28 August 1944.		(Awaiting transportation WEST); VF-29 and VT-29.
28 August 1944	11 September 1944	VF-44 and VT-44 (Awaiting Transportation WEST).
4 September 1944	18 September 1944	VC-68.
18 September 1944	25 September 1944	Air Group 7
20 November 1944	4 December 1944	VC-65 (Awaiting Transportation to West Coast). VC-10 (Awaiting Transportation to West Coast). CVLG-27 (Awaiting transportation to West Coast).
Time of arrival and departure not known but aboard on 20 November 1944.		CVG-6
27 November 1944	11 December 1944	CVLG-46.
Time of arrival and departure not known but aboard on 27 November 1944.		CVLG-48 and CVEG-33.
Time of arrival and departure not known but aboard on 4 December 1944.		VC-93
19 February 1945	5 March 1945	VC-42 (USS CORREGIDOR).

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NUMBER ONE

APPENDIX 1 (Continued)

<u>From About</u>	<u>To about</u>	<u>Air Group or Squadron</u>
Time of arrival and departure not known but aboard on 26 March 1945.		CVG-80 (Awaiting Transfer to West Coast).
Time of arrival and departure not known but aboard on 9 April 1945.		CVG-5.
7 May 1945	14 May 1945	CVG-16 less VT-16 (Awaiting further transfer).
10 May 1945	14 May 1945	VC-72

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APPENDIX

No.2

DECLASSIFIED

100217

ESSENTIAL THIS AREA FOR AIRCRAFT CARRIER GROUPS TO SHIP RAPIDLY AT MINIMUM NOTICE FROM CARRIER TO SHORE AND VICE VERSA WITHOUT NECESSITY TRANSPORTATION MATERIAL AND PERSONNEL OTHER THAN PLANES AND FLIGHT CREWS X TO ACCOMPLISH THIS AND TO HANDLE SERVICING DISPERSION AND REARMING ON SHORE SMALL CARRIER AIRCRAFT SERVICE UNITS OF AIRBATFOR PERSONNEL HAVE BEEN ESTABLISHED UNDER COMAIRBATFOR AT NAS PEARL NAS KANEHOE MAUI AIRPORT AND EWA FIELDS X THESE UNITS MUST BE ORGANIZED PERMANENTLY AND EXPANDED FOR EFFECTIVE OPERATIONS X RECOMMEND EACH UNIT BE GIVEN BUNAV ALLOWANCES AS FOLLOWS X NAVAL AVIATORS ON E LIEUT COLDR COLLAIDING AND TWO LIEUTS X LIEUT MEDICAL CORPS X ENSIGN SUPPLY CORPS FOR DISBURSING X EIGHT ENSIGNS E-V(G) X CHIEF PAY CLERK X WARRANT GUNNER AND RADIO ELECTRICIAN X ENLISTED PERSONNEL ALLOWANCES EQUIVALENT TO SEVENTY FIVE PERCENT OF STANDARD YORKTOWN GROUP EXCEPT ONE HUNDRED PERCENT STOREKEEPERS AND AVIATION ORDNANCEMEN AND LESS PERSONNEL NORMALLY CARRIED AS FLIGHT CREWS X COMAIRBATFOR TO SUBMIT DETAILS OF PERSONNEL NORMALLY CARRIED AS FLIGHT CREWS X COMAIRBATFOR TO SUBMIT DETAILS OF PERSONNEL ALLOWANCES ON APPROVAL THIS RECOMMENDATION X REQUEST AUTHORITY COMMISSION UNITS AS FOLLOWS X CARRIER AIRCRAFT SERVICE UNIT NUMBER ONE AT NAS PEARL X NUMBER TWO AT EWA FIELD X NUMBER THREE AT NAS KANEHOE X NUMBER FOUR AT MAUI AIRPORT X THESE UNITS TO BE ORGANIZED AS MOBILE UNITS SUBJECT TO MOVEMENT TO OTHER OPERATING AREAS AS REQUIRED X UPON RECEIPT AUTHORITY FIRST EFFORT WILL BE DIRECTED TOWARD PLACING UNIT NUMBER ONE IN FULL COMMISSION REMAINDER IN TWENTY PERCENT COMMISSION X AS SITUATION DEMANDS AND PERSONNEL BECOME AVAILABLE PROPOSE TO PLACE REMAINDER SUCCESSIVELY IN FULL COMMISSION X ACTION OPNAV X PLEASE DELIVER TO BUNAV BUAER COMINCH FOR INFO X SENT BY MAIL TO COM FOURTEEN AND COMAIRBATFOR XX

FROM: CINCPAC

TO: OPNAV

INFO: COMINCH8VIA OPNAV - COMAIRBATFOR-MAILGRAM-BUAER-BUNAV-COM14-CCD-1

CASU-1 File.

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AIR FORCES, PACIFIC FLEET
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NUMBER ONE
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San Francisco, California

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APPENDIX

No. 3

ROUTINE

142359

FORMATION CARRIER SERVICE UNITS AS PROPOSED YOUR 100217 APPROVED IN PRINCIPLE BUT IT WILL NOT BE PRACTICABLE FOR YOU TO RETAIN EXPERIENCED PERSONNEL IN NUMBERS INDICATED BECAUSE OF OTHER NEEDS INCLUDING THOSE OF REPLACEMENT CARRIER GROUPS COMINCH 122150 X DETAILED RECOMMENDATIONS AS TO PERSONNEL ALLOWANCES OF MOBILE CARRIER SERVICE UNITS SHOULD BE FORMULATED WITH DUE REGARD TO ABOVE AND REQUIREMENTS OF PROGRAM NOW UNDERWAY TO PROVIDE AIRCRAFT AND PERSONNEL FOR FIFTEEN CARRIER CONVERSIONS.

DORISS/DOLOF/024

1/15/42

FROM: OPNAV
ACTION: CINCPAC (READDRESSED TO COMAIRBATFOR)
INFO: COMCARDIV ONE (READDRESSED FOR IN FC).

FF12-5/A12-1
(WTK-15-gfw)

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET

Serial 04010

DECLASSIFIED

5 JUN 1945

FIRST ENDORSEMENT to:
CASU ONE Ltr. Ser. 187
dated 27 May 1945.

From: Commander Air Force, Pacific Fleet.
To : The Chief of Naval Operations (Aviation History Unit,
Op. 33-J-6).

Subject: Unit History - submission of.

1. Forwarded.

RECEIVED S-C FILES

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DATE TO: 11 JUN 1945
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NO. 48
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FILE NO. 508756

A. N. McGEOCH, Jr.
A. N. McGEOCH, Jr.
By direction

Copies 20243
of Enclosure (u)
6/18/45
Henry M. Dutton
Lieut. USNR

Copy to:
CASU ONE

CASU-1 File.

A16-1

10-jls

Serial

451

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER AIRCRAFT SERVICE UNIT
NUMBER ONE
c/o Fleet Post Office,
San Francisco, California

20 October 1945

From: The Commanding Officer.
To: The Chief of Naval Operations (Aviation History Unit,
Op.33-J-6).
Via: The Commander, Air Force, Pacific Fleet.
Subject: Unit History - submission of.
Reference: (a) CNO Ltr. OP-03-6B-HMD, Serial 329703 of
11 September 1945.
(b) CASU ONE ltr. A1-10-jwh, Serial 187 of 27 May 1945.
Enclosure: (A) Addendum to War History of Carrier Aircraft Service
Unit No. ONE.

1. In compliance with reference (a), Enclosure (A) is forwarded herewith.


L. D. RUCH

CASU-1 File.

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
CARRIER AIRCRAFT SERVICE UNIT
NUMBER ONE
c/o Fleet Post Office,
San Francisco, California

Serial

20 October 1945.

Subject: War History-Carrier Aircraft Service Unit Number One,
Addendum to, Interim 27 May 1945 to 2 September 1945.

Reference: (a) CASU One ltr. Al-10-jwh, Serial 187 of 27 May 1945.

I

CHRONOLOGY

1. Date of Origin: 15 January 1942 (Date of Commissioning)
2. Names of Commanding Officers since submission of reference (a):
 - (a) From 17 May 1945 to 7 September 1945:
Commander E. G. Frank, U.S. Naval Reserve. Home: Chicago, Illinois
 - (b) From 7 September 1945 to present time:
Commander L. D. Ruch, U.S. Naval Reserve. Home: Fowler, Kansas.
3. Significant Changes in Functions:

Since submission of reference (a), Carrier Aircraft Service Unit Number One was primarily engaged in the commissioning of new aircraft and maintaining a pool of combat-ready aircraft for assignment to air groups and squadrons by Commander, Air Force, Pacific Fleet.

4. Physical Movement:

Carrier Aircraft Service Unit Number One was commissioned and still remains at the Naval Air Station, Pearl Harbor, Territory of Hawaii located on Ford Island, T.H.

5. Additional Air Groups and Squadrons which have staged on Carrier Aircraft Service Unit Number One during the interim of this addendum are included in the Appendix attached hereto as Item (1).

II

NARRATIVE

Since the submission of reference (a), Carrier Aircraft Service Unit Number One has been primarily engaged in the commissioning of all types of carrier-based aircraft and the maintaining of a pool of combat ready aircraft for the assignment to air groups and squadrons by Commander, Air Force, Pacific Fleet.

As another service to the U.S. Pacific Fleet, Carrier Aircraft Service Unit Number One supplied highly trained aviation mechanics and specialists to serve aboard combatant ships and replacement carriers for temporary duty during operations against the enemy. These groups were later termed MAMU's, Mobile Aircraft Maintenance Units, and their duties aboard were to keep the aircraft aboard the carriers in a combat ready status while intransit to the fleet. The initial load of planes were already in a combat ready condition; but when they had been delivered, additional planes were received in a preserved condition from advanced base aircraft pools and were commissioned for combat enroute to the area in which the fleet was then operating. The following MAMU's were sent by Carrier Aircraft Service Unit Number One in support of operations against the enemy:

<u>From</u>	<u>To</u>	<u>Ship Aboard</u>
2 February 1944	27 February 1944	USS GAMBIER BAY
19 August 1944	16 November 1944	USS STEAMER BAY
22 October 1944	23 November 1944	USS LONG ISLAND-USS COPAHEE
27 January 1945	2 July 1945	USS ATTU
27 January 1945	3 August 1945	USS ADMIRALTY ISLANDS

Prior to 27 May 1945, the commissioning procedure, consisting of depreservation and incorporating of essential bureau changes and modifications, was accomplished by a single crew of men following a plane until flight-tested satisfactorily. This method required the men to be highly skilled and versatile. Since the submission of reference (a), the commissioning procedure was streamlined and divided into distinct operations on an assembly line basis. The following indicate the improvements over the former methods:

- (a) The preservative compound, "Paralkatone", on the engine, wheels, wheel wells, and wing roots was formerly removed by air spray guns and "Varsol" cleaning solvent. In order to increase the production and also eliminate the mess in the hangars, an outdoor steam cleaning unit was constructed capable of accomodating ten (10) aircraft simultaneously. Two oil-burning boilers (125 psi) and two "Turco"

Hydro-Steam-Cleaning Units were utilized. A mixture of "Turco Musline" and "Varsol" cleaning solvent or keorosene was used as the cleaning agent in conjunction with the steam. The guns and wheels were also cleaned at the wash rack by having spares and rotating the guns and wheels. The outdoor cleaning unit, manned by inexperienced seamen, saved an average of 50 man hours per plane over former methods.

- (b) From the wash rack the planes were routed to the ordnance hangar for installation of guns, gun cameras, checking out bomb bays, and bore-sighting.
- (c) The next step was the engineering work consisting of preparing the power plant for ground checking, installing the brakes, incorporating of all essential changes and modifications as directed by Commander, Air Force, Pacific Fleet, and checking the component systems of the aircraft such as: hydraulics, electrical, radio and radar, instruments, propeller and governor.
- (d) The aircraft was then taken outside of the hangar for checking the operation of the landing gear and tail hook, flushing the carburetor, and gasing for ground checking. Accomplishing this work outside prevented congestion in the hangar and afforded maximum utilization of critical equipment such as wing jacks, lubricators, and vacuum cleaners.
- (e) The ground checking of the aircraft and handling of the discrepancies found in flight testing was accomplished by specialists in trouble shooting.

The above procedure doubled the aircraft production of Carrier Aircraft Service Unit Number One. The increase in the volume of production of aircraft was accomplished without sacrificing quality and enabled the unit to function with less experienced men.

APPENDIX (1)

AIR GROUPS AND SQUADRONS STAGING OR
BASED ON CARRIER AIRCRAFT SERVICE UNIT #1

<u>From About</u>	<u>To About</u>	<u>Air Group or Squadron</u>
10 June 1945	12 June 1945	CVLQ-50 (USS Cowpens)
10 June 1945	14 June 1945	VC-72 (USS Kasaan Bay)
14 June 1945	19 June 1945	CVG-2 (VT-2, USS Kitkun Bay) (V F-2, USS Hollandia) (VB-2, USS Kasaan Bay) (VBF-2, USS Kalinin Bay)
19 June 1945	20 June 1945	CVG-95, USS Wasp to Hilo
19 June 1945	20 June 1945	CVG-89, USS Antietam to Kahului, Maui
19 June 1945	20 June 1945	VC-3, USS Antietam to Punnene, Maui
19 June 1945	20 June 1945	CVEG-26, USS Antietam to Hilo, Hawaii
24 June 1945	24 June 1945	VC-7, USS Nassau
27 June 1945	27 June 1945	VC-65, USS Prince William shipment to forward area
30 June 1945	3 July 1945	CVG-92, USS Breton
3 July 1945	4 July 1945	VC-66, USS Breton to Hilo
6 July 1945	7 July 1945	CVEG-35, USS Core To Kaneohe
5 July 1945	6 July 1945	CVG-14, USS Intrepid to Kahului, Maui
14 July 1945	15 July 1945	CVLG-21, USS Selinur to USS Bogue
14 July 1945	18 July 1945	CVLG-32, USS Selinur to USS Cabot
19 July 1945	19 July 1945	CVLG-51, USS Monitor to Kahului, Maui
24 July 1945	25 July 1945	VC-4, USS Saginaw Bay to Hilo, Hawaii
30 July 1945	30 July 1945	CVEG-24 (USS Natoma Bay to USS Shipley Bay)

<u>From About</u>	<u>To About</u>	<u>Air Group or Squadron</u>
2 August 1945	3 August 1945	VC-66, USS Altamaha
6 August 1945	8 August 1945	CVG-8, USS Rudyerd Bay, USS Barnes
9 August 1945	10 August 1945	CVG-19, USS Langley to Kahului, Maui
9 August 1945	9 August 1945	CVG-89, aboard ship destination unknown
12 August 1945	13 August 1945	VC-5, From USS Prince William to Punnene, Maui
15 August 1945	13 August 1945	VC-20, USS Nassau to Punnene, Maui
18 August 1945	23 August 1945	VC-4, Punneve, Maui to ship.
27 August 1945	27 August 1945	CVG(N)-52, USS Coos Bay to Barber's Point.
26 August 1945	27 August 1945	VC-65, USS Coos Bay to USS Matanikau
29 August 1945	29 August 1945	CVLG-51, USS Langley
29 August 1945	30 August 1945	CVLG-28, USS Shamrock Bay
1 September 1945	2 September 1945	VC-5, USS Saginaw Bay

FF12-5/A7/
(JTV-051-ph)

Serial

22242

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET

24 OCT 1945



FIRST ENDORSEMENT to
CO, CASU-1 ltr. A16-1
10-jls serial 451
dated 20 October 1945.

From: Commander Air Force, Pacific Fleet.
To : The Chief of Naval Operations (Aviation
History Unit, Op-33-J-6).
Subject: Unit History - submission of.
1. Forwarded.

J. T. Vaughan

J. T. VAUGHAN,
By direction

Copy to:
CO, CASU-1.